

Dave Thompson

From: Dave Thompson [thompsw@pobox.com]
Sent: Sunday, November 23, 2014 2:55 PM
Subject: Sunshine 1200k Volunteer Support

I'm writing this email to a number of people who are on a list that I've been maintaining of possible volunteers for the Sunshine 1200k, to put things in perspective for the upcoming December 1 registration.

For those who are planning on doing a pre-ride and then volunteering, some thoughts:

1. Since you will be mostly paying your own way around the ride with little to no support, I'm setting the fee for pre-riders at \$50. That covers insurance, a finishers medal, t-shirt and any other swag, the Randonneurs Mondiaux homologation charge etc. If, as we define the pre-ride, we agree on having a support vehicle delivering drop-bags, for instance, all will have to chip in.
2. Once I have a fix on the number of pre-ride volunteers needing hotel rooms in Fort Myers Beach, Key West and hotels on the course, I'll make arrangements with them to extend our group rates, if that seems to make sense. However, we'll settle our own bills upon check-out. We'll have to purchase our own meals.
3. The pre-ride would start at Key West on April 30th. Some of us will probably opt to do the entire circuit, i.e. start at Fort Myers Beach on April 29th taking the ferry to Key West, carry our bikes on the ferry and then do the ride and end up in Fort Myers Beach. Alternatively you could also take the ferry back to KW after the ride, if you drove to KW and left your car there. Options abound.
4. Pre-rides have at least two objectives – first and foremost, we need to check the route for accuracy and ensure that there are no last minute surprises with closed roads, signage and mileage agrees with the cue sheet etc. Secondly we, as volunteers, want to do the ride and get credit. While we don't necessarily want the ride to end up as an Audax-style ride with a dozen riders ... nor do we want a bunch of small groups out on the course with no agreement as to how we're going to achieve the primary objective – remember, that's checking the route. Keep that in mind as you consider this. This won't be your opportunity to get out there and see how quickly you can complete the course.
5. Opting to pre-ride means that you are committing to volunteering during the event. That said, I'm not asking anyone to work 90 hours straight. There will be some of us on the course following the riders; we will put in the most hours. Others will have responsibility for one overnight and perhaps an intermediate control. We'll work that out as we get closer.
6. **If you are not sure whether you will be on the pre-ride or main event**, register with everyone else on December 1. We need to hold a spot for you in case you need it.

I was chatting with Ed Bennett during the Populaire Saturday. He had a number of questions regarding logistics.

- 1) The plan is for us to load bicycles in Fort Myers Beach Tuesday May 12th evening. Alain and Ed will leave early in the a.m. on the 13th, probably 4am or 5am, to meet the riders in KW as the ferry comes in. Alternatively we might arrange transportation for the riders to the hotels and hand-over the bikes at the hotels ... but we'll sort that out later. In any event we want those bikes in KW when the riders arrive.
- 2) Alain and Ed will then turn in the trucks and rent a smaller truck to handle the drop bags. At this point it seems to make sense for the two of them to ride together for the duration of the ride.
- 3) The drop bag truck will leave KW at the same time as the riders, i.e. 4am on Thursday May 14 and get to Jupiter before the riders. That should be easy. The truck can take the Interstate ☺.
- 4) From arrival time, Alain and Ed will help for a while in Jupiter, as much as necessary, and then get some sleep. Volunteers managing Jupiter will be on duty until the last rider leaves on Friday a.m.
- 5) When the last rider has left, the drop bag truck will proceed to Daytona Beach. Their goal is to arrive prior to hotel check-in, by noon is probably what we'll publish, and then the routine repeats itself. They will help out a bit in Daytona Beach for the early arriving riders and then get some sleep.

- 6) Any riders arriving before the drop bags and/or hotel check-in will be out of luck. They can either wait, if they need a change of clothes and/or sleep, or they can get their card stamped by the hotel and roll on.
- 7) This process will repeat itself for Lake Wales and the end in Fort Myers Beach.
- 8) Riders will be able to make their own arrangements for drop bags and hotels if they plan to ride well ahead of the main group. That said, I doubt if anyone will arrive in Jupiter before the bags or hotel check-in time.

I plan to drive one support car, likely with Dick Felton riding shotgun. That could change and Dick could drive a second car. In any event, the plan is to have two support cars and thus four drivers/riders. We'll carry some supplies, mechanicals etc. We're neutral support. We in the cars will also sleep. It's safer that way ! If we need to move someone forward from Overnight Control to Overnight Control, we'll work that out.

For the most part, I'm looking for volunteers to work one full 24 hour day at minimum. I know that a few of you can work more and I'm taking that into account in my plans, but I want this to be a great experience for volunteers as well as riders.

We are in reasonable shape from a volunteer headcount standpoint but we can always use more. Please continue to beat the bushes. More volunteers makes it easier for all of us; makes it a better experience all around; gives us depth in case something goes wrong.

Ok, this is going to turn into another "omnibus email" if I keep going.

Check out the website – www.fl1200k.com there's lots of detail on logistics there. Let me know if you have questions.

Dave.